^10,059,546.58 in 1906 to 1*36,509,79448 in 1934, with a high figure in 1929 of ^44,881,945.92.

With the two chartered cities included, total public revenues in the Islands grew from ^48,772,193.21 in 1910 to pi 19,792,-900.38 in 1934.

These large levies on the public and their industries have in large measure been returned to them or preserved in the form of increasing public services and valuable fixed properties owned by the government. The permanent investments of the Central Government alone in real property and equipment and other forms, have a cost value of ^267,800,493.23 as of December 31, 1934.

Interesting as they are, these matters are perhaps of less immediate importance and concern to us at the present moment than the current financial condition of the government. In all funds of the Central Government on December 31, 1934, there was a surplus of more than seventy-five million pesos (?7 5,179,18942), as compared with less than nine and one-half million pesos (? 9>331,582.85) on June 30, 1901. In the general fund alone there was a current surplus of approximately thirty-seven million pesos (^36,900,492.19) on December 31, 1934. Of this amount a substantial portion was cash in the governmental depositories. The excess of cash over recorded obligations and liabilities was almost seventeen million pesos *(fi*6,881,49741) as of December 31, 1934. In addition to this approximately ^30,000,000 awaits clearance in Washington and will soon be paid into the Philippine treasury from excise taxes levied and collected on coconut oil under a recent act of Congress, which will leave our general fund in the strongest position of our history.

The bonded debt of the Central Government and its subdivisions is not excessive. At the end of 1934 it stood at slightly more than one hundred and sixty million pesos (?=!60,364,700), but with sinking funds totaling more than sixty millions (^60,895,286.55), the net bonded indebtedness is slightly less than one hundred million pesos (^99469,41345). The Manila Railroad Company, whose stock is wholly owned by the government, also has a net bonded debt after sinking fund of 1*48,856,424.14. Interest on bonds of the Philip-

pine Railway Company, amounting to pi 7,098,000, is guaranteed by the Central Government until July, 1937.

Philippine Public Finances are sound. In some respects they might well excite the envy of many of the large nations of the world today. In the Central Government for the past two and three-quarter years,